

# WELCOME TO COBURG, OREGON!

## **Coburg Loop Path**

The City of Coburg has recently adopted a project with grant funding from the Oregon Transportation & Growth Management Program (TGM). The project developed a strategy for the creation of a 10 foot wide, hard surfaced bicycle and pedestrian path network in and around the City. The project is commonly known as the 'Coburg Loop'.

The Coburg Loop will enhance the livability of Coburg by providing a car-free travel option and greatly enhance safety for those walking and bicycling. It provides connections between Coburg's historic neighborhoods, downtown, parks, school, and employment areas. The second phase of the project connects the path to the regional path system by connecting south to Armitage Park (Eugene).

This exciting concept was originally identified in numerous plans including the *Coburg Comprehensive Plan* and *Coburg Park and Open Space Master Plan*. This project refined the concept, identified a specific route, developed design standards, and created a funding and implementation strategy (See ATTACHMENT A).

The first phase of the project is scheduled to be built as part of the first phase of the Coburg interchange project (see below). For the next portion of the path, the City plans to apply for Transportation Enhancement grant.

The *Coburg Loop Implementation Plan* document can be found at <http://www.lcog.org/coburgloop/>.

## **Phase 1 Coburg I-5 Interchange Improvements**

The Coburg/I-5 interchange is over 50 years old and in need of replacing. It was proposed for reconstruction in the 1999 *Coburg-Interstate 5 Interchange Refinement Plan*, which was adopted as part of the 1999 *City of Coburg Transportation System Plan*. Before a project could be designed, ODOT required an Interchange Area Management Plan (IAMP) that is designed to protect the function of the interchange for at least 20 years. After five years, the Coburg IAMP was completed April 2010. The interchange reconstruction has been designed and has been separated into two phases.

Phase 1 of the project is fully funded by a federal earmark, state, and local funds. It includes a number of improvements on the westside of the interchange (See ATTACHMENT B):

- 10 foot hard surface path on the westside of realigned Roberts Road, standard sidewalk on eastside
- Access management that supports interchange function and operations on Pearl Street/Van Duyn Road east and west of the interchange
- Realignment of Roberts Road at a signalized intersection with Coburg Industrial Way
- Closure of the existing Roberts Road at Pearl Street and Daray St.
- Green streets drainage technology including three bioswales
- A 'free right' turn lane from the bridge onto Industrial Wy.
- A double left turn off of Industrial Wy.

All physical improvements are paired with policy and development code language intended to protect the function and operations of the interchange including alternate mobility standard to protect any excess capacity provided by an improvement, traffic impact analysis requirements, and encouragement of transit and transportation demand management.

For more information, please contact:

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# ATTACHMENT B

## Coburg I-5 Interchange Phase I Improvements (Westside Only)

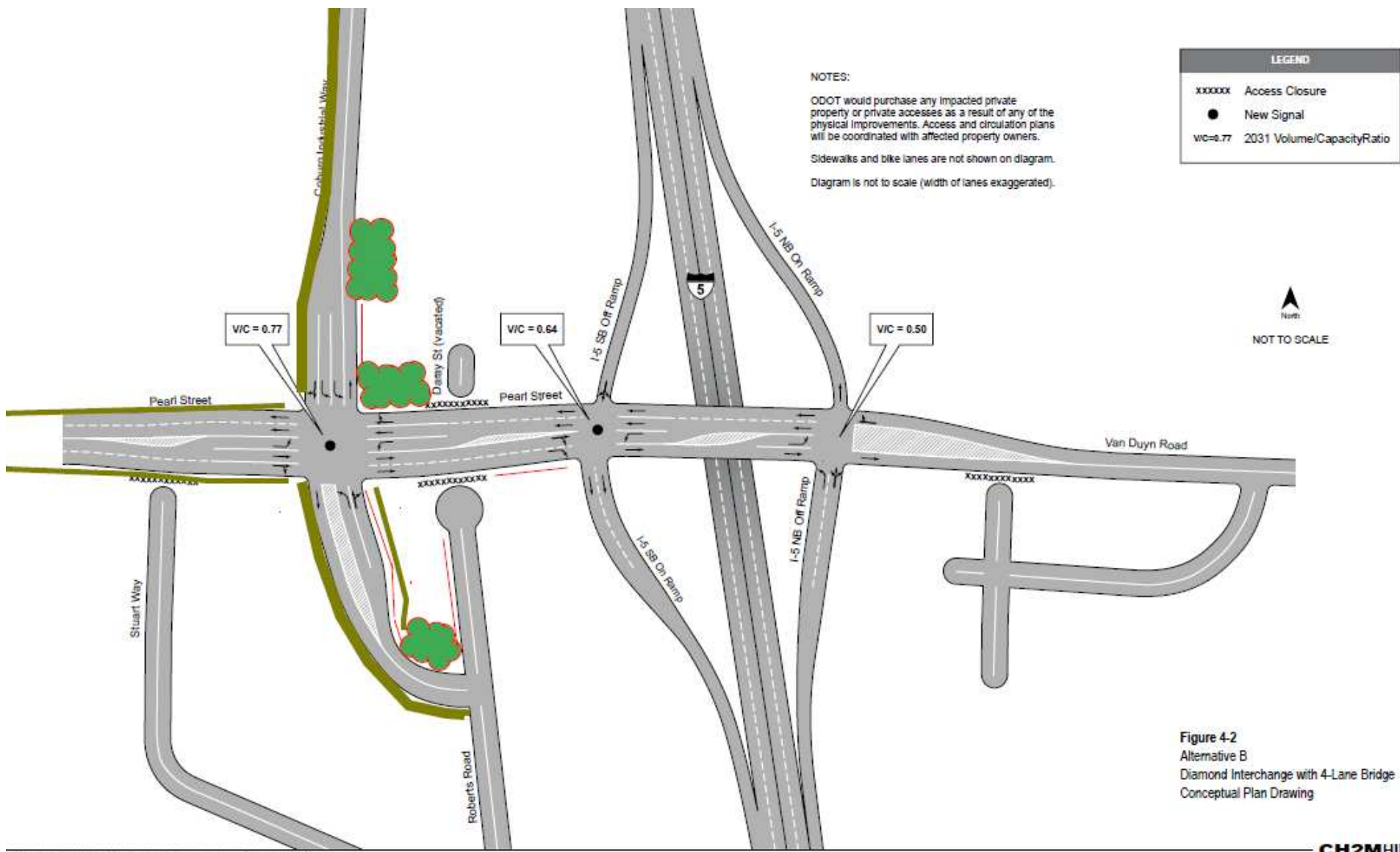


Figure 4-2  
Alternative B  
Diamond Interchange with 4-Lane Bridge  
Conceptual Plan Drawing

